

The Star.

REYNOLDSVILLE, PENN'A., WEDNESDAY, JULY 15, 1896.

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VOLUME 5.

Railroad Time Tables.

PENNSYLVANIA RAILROAD.

IN EFFECT JUNE 14, 1896.

Philadelphia & Erie Railroad Division Time Table.

Trains leave Driftwood.

EASTWARD

9:04 a. m.—Train 4, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:23 p. m., New York, 9:23 p. m.; Baltimore, 6:00 p. m.; Washington, 7:15 p. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.

9:56 p. m.—Train 5, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 4:30 a. m.; New York, 7:33 a. m.; Pullman sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 7:30 a. m.

9:35 p. m.—Train 4, daily for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia, 6:52 a. m.; New York, 9:33 a. m. on week days and 10:30 a. m. on Sunday. Baltimore, 8:20 a. m.; Washington, 7:40 a. m. Pullman cars from Erie and Williamsport to Philadelphia. Passengers in sleeper for Harrisburg and Washington will be transferred into Washington sleeper at Harrisburg. Passenger coaches from Erie to Philadelphia and Williamsport to Baltimore.

7:11 a. m.—Train 1, daily except Sunday for Ridgway, DuBois, Clearfield and intermediate stations. Leaves Ridgway at 3:15 p. m. for Erie.

9:30 a. m.—Train 3, daily for Erie and intermediate points.

5:30 p. m.—Train 11, daily except Sunday for Kane and intermediate stations.

THROUGH TRAINS FOR DRIFTWOOD FROM THE EAST AND SOUTH.

TRAIN 11 leaves Philadelphia 8:23 a. m.; Washington, 7:50 a. m.; Baltimore, 8:50 a. m.; Williamsport, 10:15 a. m.; daily except Sunday, arriving at Driftwood at 3:30 p. m. with Pullman Parlor car from Philadelphia to Williamsport.

TRAIN 12 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 p. m.; Baltimore, 11:50 p. m.; daily arriving at Driftwood at 9:30 a. m. Pullman sleeping car from Philadelphia to Williamsport and Washington and Baltimore to Williamsport and through passenger coaches from Philadelphia to Erie and Baltimore to Williamsport.

TRAIN 13 leaves Reno at 6:30 a. m., daily except Sunday, arriving at Driftwood 7:21 a. m.

JOHNSBURG RAILROAD.

(Daily except Sunday.)

TRAIN 19 leaves Ridgway at 9:25 a. m.; Johnsonburg, arriving at 11:41 a. m. and Clearfield at 12:30 a. m.

TRAIN 20 leaves Clearfield at 10:45 a. m., arriving at Johnsonburg at 11:41 a. m. and Ridgway at 12:30 a. m.

RIDGWAY & CLEARFIELD R. R.

DAILY EXCEPT SUNDAY.

SOUTHWARD. NORTHWARD.

P. M. A. M. STATIONS. P. M. P. M.

12:10 9:35 Ridgway 2:00 6:30
12:17 9:33 Island Run 1:52 6:26
12:24 9:30 1:45 6:19
12:32 9:48 Croysland 1:37 6:09
12:36 9:52 Short's Mills 1:34 6:04
12:40 9:57 Blue Run 1:31 5:59
12:44 10:01 Vinyard Run 1:27 5:57
12:45 10:01 Carrier 1:25 5:54
12:45 10:12 Brookwayville 1:15 5:44
12:45 10:22 McMillan Station 1:03 5:33
1:09 10:35 Harveys Run 1:28 5:28
1:15 10:39 Falls Creek 1:20 5:20
1:45 10:40 DuBois 12:40 5:10

TRAINS LEAVE RIDGWAY.

Eastward. Westward.
Train 8, 7:17 a. m. Train 9, 11:50 a. m.
Train 1, 2:10 p. m. Train 2, 3:15 p. m.
Train 4, 7:53 p. m.

S. M. PREVOST, Gen. Manager. J. R. WOOD, Gen. Pass. Agt.

BUFFALO, ROCHESTER & PITTSBURGH RAILWAY.

The short line between DuBois, Ridgway, Bradford, Salamanca, Buffalo, Rochester, Niagara Falls and points in the upper oil region.

On and after Nov. 16th, 1896, passenger trains will arrive and depart from Falls Creek station, daily, except Sunday, as follows:

7:35 a. m. for Curwensville and Clearfield.
1:35 p. m.—Accommodation from Punxsunawey and Big Run.

10:00 a. m.—Buffalo and Rochester mail—For Brookwayville, Ridgway, Johnsonburg, Mt. Jewett, Bradford, Salamanca, Buffalo and Rochester, connecting at Johnsonburg with P. & E. train 3, for Wilcox, Kane, Warren, Corry and Erie.

10:27 a. m.—Accommodation—For Sykes, Big Run and Punxsunawey.
2:20 p. m.—Bradford Accommodation—For Beechtree, Brookwayville, Ellmont, Carmon, Ridgway, Johnsonburg, Mt. Jewett and Bradford.

4:27 p. m.—Mail—For DuBois, Sykes, Big Run, Punxsunawey and Walston.
Passengers are requested to purchase tickets before entering the cars. An excess charge of Ten Cents will be collected by conductors when fares are paid on trains from all stations where ticket office is maintained. Thousand mile tickets at two cents per mile, good for passage between all stations. J. H. McIVERSON, Agent, Falls Creek, Pa. E. C. LAPEY, Gen. Pass. Agt., Rochester N. Y.

ALLEGHENY VALLEY RAILWAY COMPANY commencing Sunday June 7, 1896, Low Grade Division.

EASTWARD.

STATIONS.	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10
Red Bank	10 45	4 40								
Waverly	11 30	5 25	5 20							
New Bethlehem	11 30	5 25	5 20							
Oak Ridge	11 28	5 31	5 27							
Mayville	11 46	5 41	5 37							
Somersville	11 50	5 30	5 26							
Brookville	12 25	6 20	6 09							
Hell	12 31	6 26	6 15							
Driftwood	12 45	6 36	6 25							
Reynoldsville	1 00	6 36	6 25							
Pancoat	1 09	7 05	6 53							
Falls Creek	1 20	7 12	7 00	10 20	1 26					
DuBois	1 35	7 29	7 10	10 40	1 45					
Salina	1 48	7 35	7 23							
Winterburn	1 59	7 46	7 34							
Penfield	2 11	7 57	7 45							
Taylor	2 15	8 02	7 50							
Beuzette	2 43	8 30	8 15							
Driftwood	3 20	9 10	8 55							
P. M. P. A. M. A. M. P. M. P. M.										

WESTWARD.

STATIONS.	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10
Driftwood	10 10	5 00	5 30							
Grant	10 42	5 32	6 01							
Beuzette	10 52	5 42	6 11							
Taylor	11 20	6 10	6 39							
Penfield	11 30	6 20	6 49							
Winterburn	11 36	6 26	6 55							
Salina	11 47	6 37	7 07							
DuBois	1 00	6 50	7 27	12 40	5 10					
Falls Creek	1 20	7 20	7 50	12 50	5 20					
Pancoat	1 42	7 40	8 10							
Reynoldsville	1 48	7 47	8 17							
Hell	1 52	7 51	8 21							
Brookville	2 20	8 19	8 59							
Somersville	2 30	8 29	9 09							
Mayville	2 38	8 37	9 17							
Oak Ridge	2 42	8 41	9 18							
New Bethlehem	3 15	9 15	9 55							
Waverly	3 47	9 47								
Red Bank	4 00	10 00								
P. M. P. A. M. P. M. P. M.										

Trains daily except Sunday.

DAVID McCARGO, Gen'l. Supt. J. A. P. ANDERSON, Gen'l. Pass. Agt.

BEECH CREEK RAILROAD.

New York Central & Hudson River R. R. Co., Lessee

CONDENSED TIME TABLE.

HEAD UP. Exp. Mail. MAY 17, 1896. HEAD DOWN. Exp. Mail. No. 27. No. 28.

9:10 1:31 ATT. PATTON LVO 8:10 10:30

9:25 1:10 MAHAFFEY 8:00 10:15

9:30 12:35 LVO. KERWOOD ATT 8:25 10:42

9:40 12:25 GAZZAM 8:35 10:52

9:43 12:18 ATT. KERWOOD LVO 8:41 10:58

9:48 12:13 ATT. New Milport 8:46 11:03

9:52 12:07 ATT. Ottawa 8:52 11:09

9:55 12:00 ATT. Mitchell 8:58 11:15

9:57 11:44 LVO. Clearfield Att. 9:01 11:24

7:55 11:31 CLEARFIELD 8:05 10:10

7:45 11:21 Att. Clearfield June LVO 8:05 10:10

7:37 11:10 Woodland 8:05 10:10

7:31 11:00 Bigler 8:02 10:07

7:25 10:58 Wallaceport 8:02 10:07

7:15 10:50 Morrisdale Mines 7:56 10:00

7:05 10:44 LVO. Munson 7:56 10:00

6:35 10:06 LVO. PHILIPSBURG ATT 7:40 9:57

6:27 11:01 ATT. PHILIPSBURG LVO 6:55 9:25

6:00 10:30 ATT. Munson LVO 6:17 9:00

5:50 10:20 Winburne 6:12 8:56

5:40 10:12 P. L. 6:07 8:50

5:30 10:00 GILLTOWN 6:07 8:50

5:20 9:50 SNOE SHOES 6:04 8:52

5:10 9:43 BELFLOO 6:01 8:50

5:05 9:33 MUL HALL 6:01 8:50

5:00 9:25 LOCK HAVEN 6:00 8:50

4:45 9:15 Younigdale 5:57 8:47

4:35 9:05 JERSEY SHORE JUNG 5:57 8:47

4:30 9:00 JERSEY SHORE 5:50 8:40

4:00 8:25 LVO WILLIAMSBURG ATT 5:20 8:15

3:50 8:10 PHILA. & READING R. R. 5:10 8:05

3:40 8:05 ATT. WILLIAMSBURG LVO 5:10 8:05

3:35 8:00 PHILA. ATT. 5:08 7:50

3:30 7:55 LVO N. Y. via Tanawag Att. 5:00

3:20 7:40 LVO N. Y. via Phila. Att. 4:55 7:40

3:15 7:35 PHILA. ATT. 4:50 7:35

3:10 7:30 PHILA. ATT. 4:45 7:30

3:05 7:25 PHILA. ATT. 4:40 7:25

3:00 7:20 PHILA. ATT. 4:35 7:20

2:55 7:15 PHILA. ATT. 4:30 7:15

2:50 7:10 PHILA. ATT. 4:25 7:10

2:45 7:05 PHILA. ATT. 4:20 7:05

2:40 7:00 PHILA. ATT. 4:15 7:00

2:35 6:55 PHILA. ATT. 4:10 6:55

2:30 6:50 PHILA. ATT. 4:05 6:50

2:25 6:45 PHILA. ATT. 4:00 6:45

2:20 6:40 PHILA. ATT. 3:55 6:40

2:15 6:35 PHILA. ATT. 3:50 6:35

2:10 6:30 PHILA. ATT. 3:45 6:30

2:05 6:25 PHILA. ATT. 3:40 6:25

2:00 6:20 PHILA. ATT. 3:35 6:20

1:55 6:15 PHILA. ATT. 3:30 6:15

1:50 6:10 PHILA. ATT. 3:25 6:10

1:45 6:05 PHILA. ATT. 3:20 6:05

1:40 6:00 PHILA. ATT. 3:15 6:00

1:35 5:55 PHILA. ATT. 3:10 5:55

1:30 5:50 PHILA. ATT. 3:05 5:50

1:25 5:45 PHILA. ATT. 3:00 5:45

1:20 5:40 PHILA. ATT. 2:55 5:40

1:15 5:35 PHILA. ATT. 2:50 5:35

1:10 5:30 PHILA. ATT. 2:45 5:30

1:05 5:25 PHILA. ATT. 2:40 5:25

1:00 5:20 PHILA. ATT. 2:35 5:20

PLAYS THAT PLEASE.

Good and Bad Points of Long Runs From the Actors' Standpoint.

Long runs, like most things, have their good as well as their bad points. Good, because constant repetition so identifies one with the character impersonated that it becomes second nature to feel and act it. Iteration may in the end make one mechanical, but at least it insures a certain technique, which, when inspiration fails, rescues the work from crudity. Joseph Jefferson once told me that in "The Rivals" he had always gained an effect by pulling off the fingers of his gloves separately and deliberately to accentuate certain words, but that under inspiration he would throw technique to the winds and have the glove off with one jerk. Who that has ever seen his Bob can forget those brilliant green gloves and the fun he got out of them!

On the other hand, the evil effects of long runs are indispensible. Prominent among them is a general mental weariness which often causes one to forget the most familiar lines and to turn blankly to the prompter's box or to some friendly actor for the words. This happened to me several times, notably in "The Winter's Tale" in London, where, after playing it 100 nights, I had to be prompted in several of Hermione's great speeches. Edwin Booth, during the long run of "Hamlet" at his own theater, frequently called for the lines. An actor who was in his company told me that Booth turned to him one night, and with a look of consternation asked what he was to say next. His mind for the moment had become a blank. The actor gave him the word. Booth began the speech, faltered again, was prompted a second time, but finding it impossible to continue called out in a loud voice, "Ring down the curtain."

Many other examples might be cited to show how weary the brain grows after acting the same part six or seven times weekly for 100 or 200 consecutive nights, with only the rest of Sunday to distract the mind.—Mary Anderson's Memoirs.

They All Do It.

The wanderer had returned after many years, and was inquiring about his old friends.

"Brown," he said, "is in the wholesale clothing business, I believe."

"Wholesale clothing and bicycles," corrected the native. "The firm carries a side line of bicycles, you know."

"And Jones has a grocery store, I'm told."